CHAPTER 607

MOVEMENT OF INTERMODAL CONTAINERS BY AIR

A. PURPOSE

This chapter provides policies and procedures to both users and operators of the organic DOD airlift system on airlift of ISO containers and ISO configured tactical shelters across the range of military operations.

B. POLICY

1. Movement of ISO containers via AMC controlled aircraft must be air eligible cargo with a transportation priority authorized under provisions of this Regulation, Part II or Joint Pub 4-01, Joint Doctrine for the Defense Transportation System.

2. AMC, as the operator of the DOD airlift system, will remain proficient in its ability to move and handle ISO containers and shelters by peacetime training.

3. Only up to 20-foot ISO containers and shelters with up-to-date CSC inspections will be moved in the DOD airlift system.

4. Use of AMC-approved 463L adapter pallets for 20-foot ISO containers is encouraged when airlift is essential during peacetime operations or is necessary to support Time-Phased Force Deployment Data (TPFDD) requirements.

C. RESPONSIBILITIES

1. AMC will provide the following capabilities at their aerial ports for sustainment movement of ISO containers:

   a. Airlift support of all ISO containers and shelters to meet validated movement requirements.

   b. Remove the container or shelter from the chassis or trailer when it arrives at the Aerial Port of Embarkation (APOE).

   c. Palletize and store the container or shelter. Provide 463L pallets, highline dock, palletizing and storage equipment, tiedown equipment, and palletizing personnel.

   d. Jointly inspect the containers and tactical shelters with the user.

   e. Load the aircraft and prepare documentation such as air manifests.

   f. Place the container or shelter on the chassis or trailer at the destination.

2. AMC will provide the following capabilities during unit moves that do not originate at AMC aerial ports:

   a. Jointly inspect containers and tactical shelters with the user.

   b. Load aircraft and prepare documentation such as air manifests.

c. Place the container or shelter on the chassis or trailer at the destination.

3. Users and/or Shippers will:

a. Provide containers and shelters that meet ISO specification and CSC standards as identified by this regulation.

b. Move containers and shelters to the AMC aerial port or previously established APOE.

c. Ensure containers and shelters are properly prepared for air movement. For unit moves, provide palletized loads to AMC Tanker Airlift Control Element (TALCE) or aerial port.

d. Secure internal contents to prevent shifting during transit.

e. Ensure HAZMAT installed or stowed inside of containers or shelters comply with the provisions of Air Force Interservice Manual (AFMAN) 24-204(I), Technical Manual (TM) 38-250, Marine Corps Order (MCO) P4030.19H, Naval Supply (NAVSUP) Pub 505, and Defense Logistics Agency Instruction (DLAI) 4145.3, Preparing Hazardous Materials for Military Air Shipments, (http://www.afmc-pub.wpafb.af.mil/Hazmat/).

f. Ensure containers and shelters do not exceed maximum gross weights for air movement as contained in Table 607-1.

g. Participate in joint inspections of palletized containers and shelters with supporting AMC TALCE or Mission Support Team (MST).

h. Provide shipping documentation for air movement of cargo.

i. Provide load team assistance to aerial port personnel.

j. Obtain AMC approval of any special adapter pallets or equipment to be used in lieu of standard 463L pallet systems.

k. Movement of ISO containers will be reported to SDDC IAW Chapter 605.

D. PROCEDURES

1. Air movement subjects containers and shelters to rapid acceleration and deceleration. Contents must be adequately secured to preclude shifting of center of gravity of the container or shelter during flight.

2. Containers and shelters will be prepared for air movement IAW this Regulation, Part III.

3. HAZMAT installed or stowed in containers and shelters may be moved aboard DOD aircraft. Shippers obtain packaging and compatibility waivers according to Chapter 2, AFMAN 24-204(I), TM 38-250, MCO P4030.19H, NAVSUP Pub 505, and DLAI 4145.3.

4. Joint inspections will be performed by shipping unit and supporting TALCE/MST. Containers and shelters will be opened and verified for adequate security of cargo and compliance with hazardous cargo restrictions at the discretion of the supporting TALCE/MST.

5. Containers and tactical shelters prepared for air movement are restricted by weight based on pallet configuration, type aircraft, and load plan location. Maximum gross planning weights are provided in Table 607-1.

6. Tare weights of containers will be included in all TWCF charges computed for airlift services. Users should include these weights when estimating airlift costs.

E. SPECIAL REQUIREMENTS

1. When movement will originate from other than an AMC aerial port, the shipper will:

   a. Coordinate all equipment and support needs, as soon as airlift requirements are identified, with supporting affiliated AMC Wing, TALCE, or MST.

   b. Provide 463L pallets, nets, and shoring unless previously coordinated IAW Paragraph E.1.a. above.

   c. Pre-palletize containers or shelters. Plan for and obtain palletizing equipment and facilities (pallets, nets, shoring, cranes, rollerized flatbeds, storage areas and/or highline docks) to ensure containers or shelters are pre-palletized to sustain planned airlift flow.

   d. Coordinate and/or provide Material Handling Equipment (MHE) (forklifts or K-Loaders).

   e. Provide load team assistance to assist TALCE/MST personnel to load containers and shelters on aircraft.

2. AMC will assist deploying unit and provide equipment that is not available.

3. Early coordination is essential to ensure successful mission accomplishment.

Table 607-1. Maximum Gross Container Weights*

Configuration	C-130 E&H	C-141B	C-5	C-17
	Low Strength Floor Area	Low Strength Floor Area	Any Floor Location	ADS Rail System (Centerline)
20' Container 2 Pallet Train	37,328	NA	33,000	32,000
20' Container 3 Pallet Train	44,800**	NA	44,700	48,000
	High Strength Floor Area	High Strength Floor Area	Any Floor Location	ADS Rail System (Centerline)
20' Container 2 Pallet Train	42,672	50,560	33,000	32,000
20' Container 3 Pallet Train	44,800**	72,680***	44,700	48,000

Notes

* Weights shown represent maximum gross weight in pounds of a standard ISO container and contents that the aircraft roller conveyer system is capable of supporting under flying conditions. The working gross weight limit is influenced by several other factors to include weight carrying capability of aircraft loading equipment, allowable cabin load for mission range, and localized loading of individual rollers caused by non-uniform container loading.

** This value is the design limit for ISO surface mode containers and it is also the maximum payload for a C-130 in peacetime operation. Present air-land containers are design limited to 25,000 pounds gross weight.

*** Operationally not feasible (MHE limited).

Table 607-2. Assumptions Used in Development of Table 607-1

Tare weight of one 463L pallet	300 pounds
Low strength floor area roller loading C-130 -- 2,333 lbs per roller contact	High strength loading limits C-130 -- 2,667 per roller contact C-141 -- 1,580 per roller contact C-17 ---- 2,000 per roller contact
C-5 Roller limits (pounds per foot) 1 & 2 roller conveyors contacted -1200 3 & 4 roller conveyors contacted - 2400	Effective contact length 2 pallet train -- 14 feet 3 pallet train -- 19 feet